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**Curacao.... O.W. Bunker Malta Ltd.**

Bunker Trader : Ms. Stella Lykouri

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Fax: +30 210 4284 459

Operational constraints: vessel was not designed with separate dedicated storage, settling and service Low Sulphur tanks and adjacent piping. Steps taken to resolve this operational constraint: fuel change-over is performed through dilution method.

Availability of compliant fuel and plans to obtain it in the first US port of call: vessel will be supplied on arrival at first port of call (tentatively Houston)

US ports that vessel called in the past 12 months: Lake Charles, from 13 Dec 2013 until 18 Dec 2013. The vessel has used compliant fuel for this US port call.

Ship's Master: Capt. Lariu-Rusu Romeo

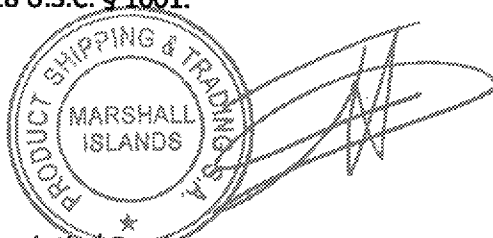
Ship Operator: Product Shipping & Trading S.A. Athens, Greece

Legal Agent in the United States: K3-Maritime Agency Inc.

Ship Owner: Seaproducts Maritime S.A., Marshall Islands

I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001.

Signed:

A circular stamp with the text "PRODUCT SHIPPING & TRADING S.A." around the top and "MARSHALL ISLANDS" in the center. A signature is written over the stamp.

Angelikas Panagiotis / Ops Manager

M/T ELUX LUCIS

IMO Nr: 9271236

Flag: Marshall Islands

Registry No: 5034

### FUEL OIL NON-AVAILABILITY REPORT

#### Voyage plan description

Vessel was en route from Paranagua (Brazil) towards Houston (USA) for orders. Presently vessel is adrift waiting for orders in Gulf of Mexico, outside N.A. ECA Area.

First received instructions to proceed to USG for orders, i.e. conducting a voyage involving transit in the N.A. ECA was on 03 April 2014. Vessel was at that time in Southern Atlantic Ocean at approximately 210Nm NW of Recife Port (Brazil).

The expected date and time that the vessel is expected to enter N.A. ECA depends on the receipt of voyage orders and is unknown. Should the N.A. ECA transit be performed, the engines would operate on non-compliant fuel approximately one day.

When entering and operating in the N.A. ECA, the fuel used will have abt 26.5MT (abt one day steaming) of compliant fuel. The rest of the HFO on board (abt 150 MT) has 2.02% Sulphur content.

#### Attempts to achieve compliance:

- ✧ Vessel bunkered in Trinidad High Sulphur F.O. only due unavailability of Low Sulphur F.O. in this port (kindly find attached herewith relevant msg from bunkers suppliers MS AEGEAN advising of NO LSFO avails at Trinidad)
- ✧ Alternative compliant fuel supply attempts were made for ports of Kingston and Curacao but despite of the utmost efforts, compliant fuel was unavailable (pls also find attached herewith relevant correspondence with MS O.W Bunker Malta Ltd.)
- ✧ Furthermore, we tried with our email on 14<sup>th</sup> of April to stem LSFO at OPL Houston (GOLA) but there were no avails prior the 22/23 April
- ✧ The vessel did not enter the N.A. ECA area but is stopped outside of it.
- Name and addresses of fuel suppliers contacted and dates (as per attached correspondence):

**Trinidad** .....AEGEAN MARINE PETROLEUM SA

10, Akti Kondyli

18545, Piraeus, Greece

Leonardos Stefanou  
Mobile : +30 6951 68 40 60  
Yahoo : leonardos\_stefanou

**Kingston**.....O.W. Bunker Malta Ltd.

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